

REMARKS

Claims 1-8 and 24-36 are pending, with claims 1, 24 and 29 being the only independent claims. Claims 1, 6 and 8 are amended, and claims 9-23 are canceled. No new matter has been added.

In the Office Action, claim 7 was objected to because of a minor error in which the claim was left un-numbered in the last Amendment. Claim 7 has been numbered herein.

In addition, claims 1-5 and 17 were rejected under 35 U.S.C. § 103 as being unpatentable over U.S. Patent No. 6,480,117 (Flick) in view of U.S. Patent No. 5,808,372 (Schwegler et al.) and further in view of U.S. Patent No. 5,369,581 (Ohsuga et al.). Claims 6-8 were rejected on the same basis over Flick in view of Schwegler et al. and further in view of Ohsuga et al. and U.S. Patent No. 6,020,827 (Konrad et al.). Claims 9-11 and 13-14 were rejected over U.S. Patent No. 6,538,557 (Giessler) in view of Schwegler et al. Claim 12 was rejected over Giessler in view of U.S. Patent No. 6,430,488 (Goldman et al.). Claims 15 and 16 were rejected over Giessler in view of U.S. Patent No. 5,815,071 (Doyle). Claim 18-20 were rejected over Flick in view of Doyle. Claims 21 and 23 were rejected over Flick in view of Schwegler et al., Ohsuga et al. and Giessler. Claim 22 was rejected over Flick in view of Schwegler et al., Ohsuga et al. and U.S. Patent No. 6,552,648 (Rick et al.). The rejections respectfully are traversed.

Claim 1 is directed to a method of controlling the operation of a vehicle and recites, among other things, a vehicle including a radio communications circuit coupled to a microprocessor-based controller, the circuit being configured to communicate with a vehicle operator's handheld radio frequency transponder, the controller configured to control at least *a plurality of hydraulic actuators*. The method includes transmitting data from the transponder after a step of energizing the transponder, the data being associated

with the operator and indicating limits on use of the vehicle, the limits including a subsystem the operator is permitted to use, *the subsystem including the plurality of hydraulic actuators*, and controlling at least one subsystem of the vehicle in response to the data received at the radio communications circuit including the step of the controller *responsively disabling at least one subsystem*.

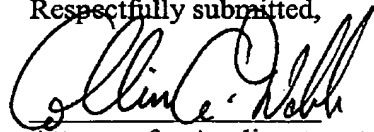
Applicants submit that none of the applied references teaches or suggests all of the above-noted features. Moreover, Applicants submit that the applied references fail to teach or suggest all of the features of each of new independent claims 24 and 29. Therefore, an early Notice of Allowance is requested.

Applicants believe that no fee is due in association with this Amendment. However, should it be determined that any fee is due, the Commissioner is authorized to charge Deposit Account No. 14-0780.

Applicants' undersigned attorney may be reached in our New Holland, Pennsylvania office by telephone at (717) 355-4954.

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Respectfully submitted,



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